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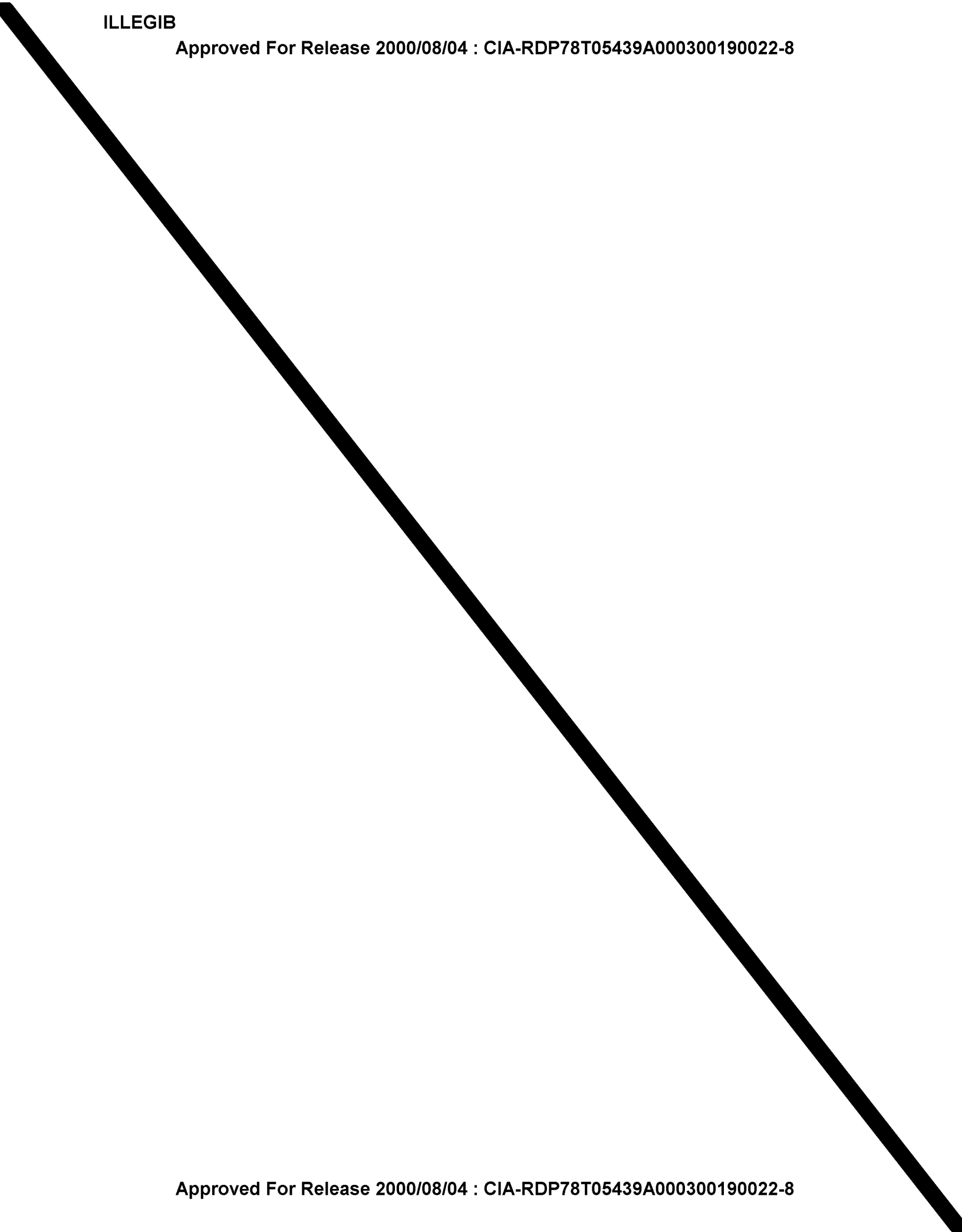

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PHOTO INTELLIGENCE MEMORANDUM

HANOI TO LAO KAY RAILROAD

GP/I-37
(Project 72.145)

26 November 1954

Copy 6 of 7

CENTRAL INTELLIGENCE AGENCY
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[redacted]

Photo Intelligence Memorandum

HANOI TO LAO KAY RAILROAD

GP/I-37
(Project 72.145)

December 1954

DECLASSIFICATION REVIEW BY NIMA / DoD

CENTRAL INTELLIGENCE AGENCY
Office of Research and Reports

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HANOI TO LAO KAY RAILROAD

This memorandum, with attached sketch, is in answer to a request from CRR/S/CST for information concerning the operational status of the Hanoi to Lao Kay railroad as determined from a study of the latest available aerial photography. The latest photography of the area from Hanoi to Viet Tri [redacted] 25X1C 25X1D [redacted] From Viet Tri to Lao Kay is covered by U. S. Navy photography 25X1D [redacted]

The above photography shows the rail line to be completely abandoned from Hanoi to Lao Kay. The rail line from Hanoi to Yen Bay is situated on the Red River delta. In a few places the rail bed in this area is utilized for foot and other local traffic, but most of the right-of-way is overgrown with vegetation. A few miles south-east of Vinh-Yen is an area predominatly trestle extending for approximately three miles. The trestle was damaged and unserviceable in 25X1D [redacted] but most of the pilings appeared in place and the trestle probably could be repaired without much difficulty.

From Yen Bay to Lao Kay the rail bed is used as a dirt road, which is less than ten feet wide, and is eroded in some areas. Road bridges bypass destroyed rail bridges. In this area the rail line leaves the Red River delta and follows the Red River as it winds through rough terrain.

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The 120 meter rail bridge at Lao Kay which had been destroyed as of 1944 was rebuilt and is presently used as a road bridge.

The four rail station yards, shown on the included sketch, have been abandoned and are covered with vegetation.

The accompanying sketch indicates the many destroyed bridges along the old rail line.

Except for the destroyed bridges, it would not be difficult to return the rail line to serviceable condition.

Photo References:

25X1D

[redacted]

Map References: ATI Series 1505, Sheet No. 15 (East), 15 (West), 16 (West), 25 (East), 25 (West), 36 (East), 43 (West), 50 (West), Scale 1:100,000.

USAF Pilotage Charts No. 616A, 616B, 616C, Scale 1:500,000.

Additional References:

1. Strategic Engineering Study #78, French Indo-China, Volume II, Railroads, December 1943. (Confidential).

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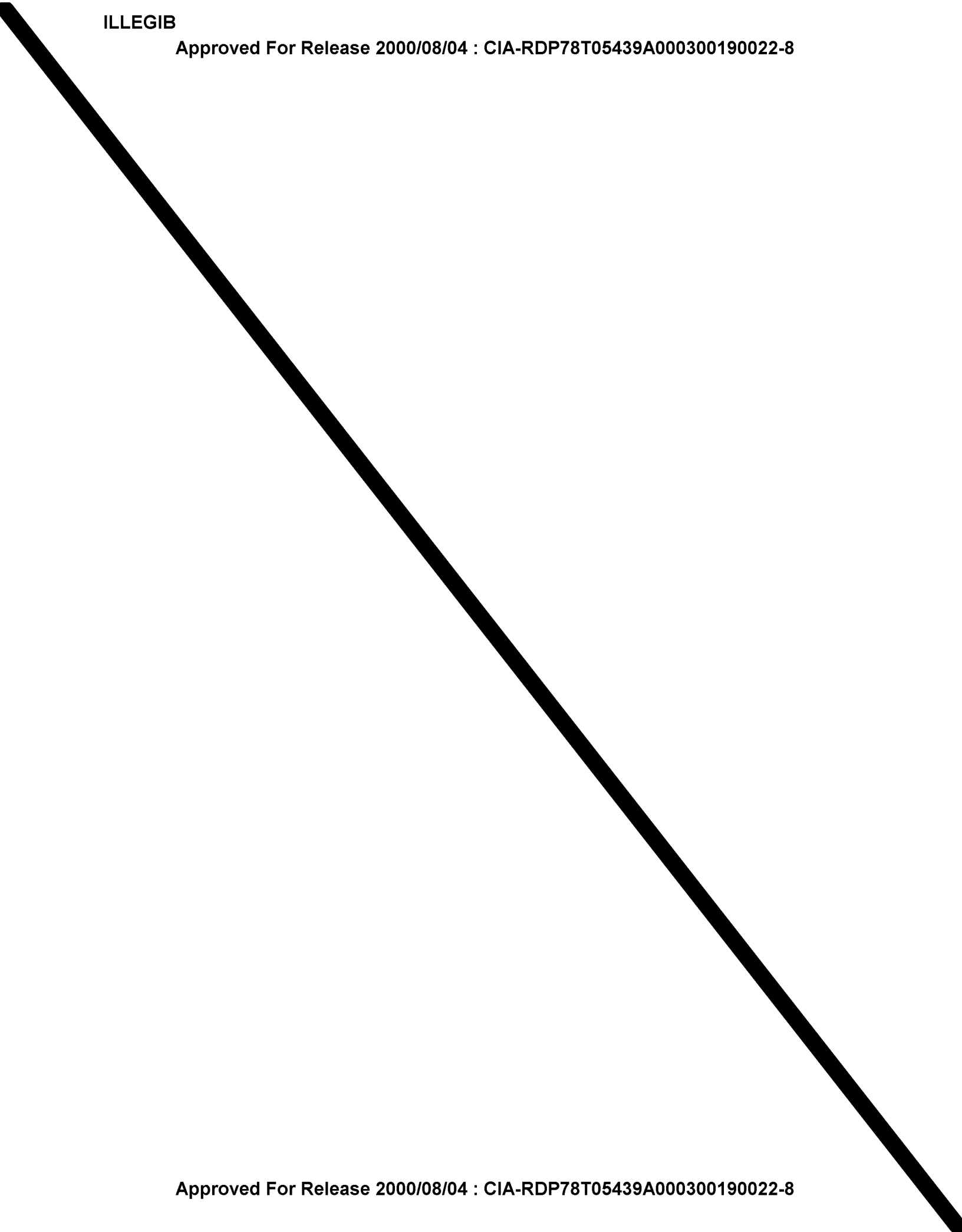

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2. PIC Report No. 103-54, Transportation Study of South Central China and North East Indo China, May 1954. (Secret).

3. The Madrolle Guides - Indo China, 1939. (Unclassified).

4. Special F.D. Report No. 49, Transportation Facilities of Northern French Indo China, November 1944. (Confidential).

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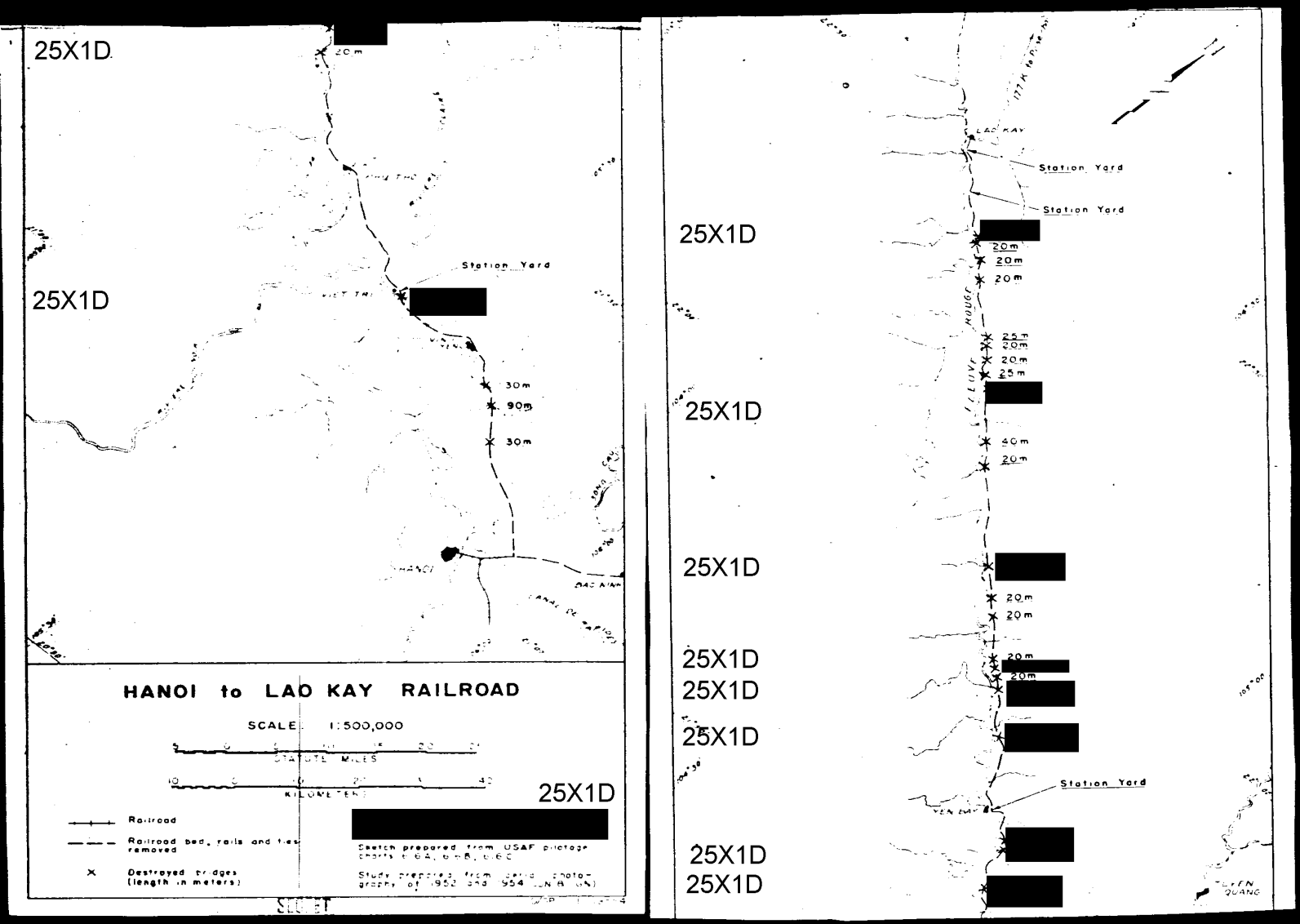
25X1D
20m
Station Yard
25X1D
30m
90m
30m
HANOI
HANOI to LAO KAY RAILROAD
SCALE 1:500,000
STATUTE MILES
KILOMETERS
25X1D
Railroad
Railroad bed, rails and ties removed
Destroyed bridges (length in meters)
Sketch prepared from USAF pictage charts C-6A, C-6B, C-6C
Study prepared from aerial photography of 1952 and 954
SECRET
LAO KAY
Station Yard
Station Yard
25X1D
20m
20m
20m
25m
20m
20m
25m
25X1D
40m
20m
25X1D
20m
20m
25X1D
20m
20m
25X1D
25X1D
Station Yard
25X1D
25X1D

25X1A

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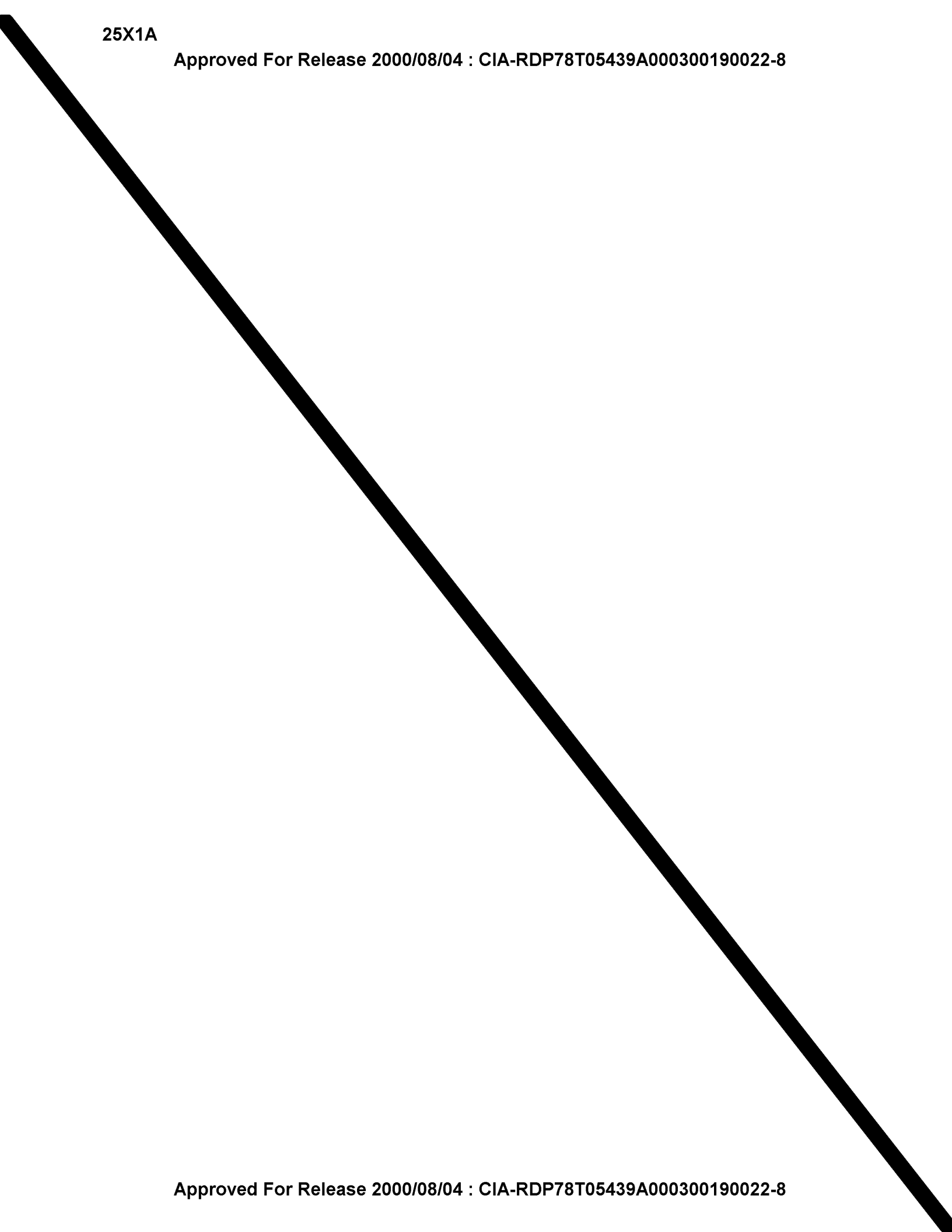

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1-24-64

PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

GP/I - 36
(Project 71.63)
October 1954

FRUNZE #7 ARMAMENTS PLANT, LENINGRAD

This GP/I was combined with GP/I -35.

11624
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